

A DISASTROUS COLLISION

BETWEEN STEAMERS ON LAKE MICHIGAN.

The Selah Chamberlain Sank and Five Lives Lost--Capsized in the Gale.

SHEBOYGAN, Wis., October 14.—The steam barge Selah Chamberlain, of Cleveland, collided with an unknown steamer last night, between 8 and 9 o'clock, when about three miles north-east of this place, and sank in forty-two feet of water. Five men are missing, and are supposed to have gone down with the Chamberlain. Nothing is known of the fate of the unknown steamer. The Chamberlain left Milwaukee yesterday afternoon and was bound for Escanaba for iron. She had the schooner Fayette Iron in tow.

Capt. Greely, of the lost steam barge, refused to be interviewed concerning the disaster, and his forbidding the surviving members of the crew from talking about it. He says he does not know the name of the man who lost their lives. The unfortunate were the second engineer, a fireman and three deck hands. The Chamberlain was struck on the port bow, and was cut down to below the waterline. She immediately began to sink, and Capt. Greely ordered the boats lowered. The five men who were lost jumped into one of the boats, when the davits broke, and they were dumped into the lake and drowned. The Chamberlain lies about three miles east of Sheboygan Point.

The Steamer Which Collided With the Chamberlain.

MILWAUKEE, Wis., October 14.—The captain of the John Pringle, Jr., which arrived here this morning, gives but little information concerning the collision. He says the boat came together during a dense fog and heavy rain, about 9 o'clock, and immediately separated. He did not know the name of the steamer which collided with, nor did he know anything concerning her fate until he arrived here. He cruised about in the vicinity of the scene of the collision until 12 o'clock last night, but he could not discover anything, so he headed for this port. The "quick work" on both bows of the Pringle is badly crumpled in, but her hull is uninjured. Members of the Pringle's crew saw the Chamberlain's consort, the Fayette Iron, drift on in the darkness after the collision. Her job boom raked the side of the Pringle's cabin as she drifted by.

Foundered Off Port Colborne.

PORT COLBORNE, Ont., October 14.—An unknown schooner, supposed to be a three masted vessel, lumbered when about three miles off this port this afternoon. She had just opened up the ranges and was steaming away for the harbor when she disappeared. The tug boat started immediately to try and pick up the sailors. A heavy gale was blowing from the southwest at the time.

EXTENSIVE PRAIRIE FIRES

In Indian Territory--Cattle and Forage Burned.

SHERMAN, Tex., October 14.—Late advice from Indian Territory state the most extensive and destructive fires ever known in that Territory are sweeping over the prairies. Millions of acres of rich grazing lands, which a few days ago were covered with a luxuriant growth of grass, are now bare, charred wastes. The area covered over extends from Victoria on the north to Muskogee on the south, and on either side of the Missouri, Kansas and Texas railroad as far as the eye can see. Large numbers of cattle have been burned to death and immense quantities of hay, baled and loose, which was to have been used for fodder during the winter, has been destroyed, and cattle men will be obliged to drive their herds elsewhere to save them from starvation. An investigation into the origin of the fire is to be made by the Vinita Indian Agent.

PASSENGER RATE WAR AVERTED

On the Southern Roads--A Compromise Reached.

CHICAGO, Ill., October 14.—T. J. Potter, of the Burlington railroad; Cable, of the Rock Island road; J. C. Mullen, of the Alton railroad, and A. A. Tammage, of the Wabash railroad, met here today and succeeded in reaching a compromise which will avert a war on southwestern passenger business. This was done by agreeing to form a gross money pool for three years on all business between Chicago, St. Louis, Kansas City and other competitive points. Any road dissatisfied with the pool, by filing notice between October 1 and 1887, can have the privilege of withdrawing on January 1, 1888. The one thing which has kept the roads from agreeing heretofore, has been the question of how the business was to be divided, and this was arranged as follows: The Wabash is to be allowed to take as a basis its business for any one of the years from 1883 to 1885, or the twelve months from July 1, 1885, to June 30, 1886. The other roads take all of the business for the years 1884, 1885 and 1886, and from these an average is struck and the percentages awarded on the result. The Burlington, which had interposed an objection, agreed to report its business west of the river. This accomplished, the meeting adjourned until tomorrow, when a report will be submitted to a general meeting which will be called to ratify the compromise.

BIRMINGHAM, ALA.

Theories in Regard to the Paige Suicide.

(SPECIAL TO THE APPEAL.)
BIRMINGHAM, Ala., October 14.—The more the Paige suicide is investigated the less reason there is to question the most scandalous theory of Miss Paige's relations with Paige. There is even suspicion that Paige was bleeding from among the Paige's acquaintances there is some talk to the effect that he overdid himself accidentally, as he was addicted to drink, and sometimes, it seems, for relief from his bad effects, would take opiates in quantities which would have frightened prudent men.

"Our Baby's First Year."

By Marion Harland, with other valuable information; forty-eight page book. Sent free on receipt of 2 cent stamp. Address Reed & Carnrick, Mercantile Exchange Building, New York City.

Deaths--Report.

LONDON, October 14.—Lord Iddesleigh authorized a denial of the report published in the Journal de St. Petersburg of a public meeting alleged to have been held at Rastchuk. This report said that at the meeting a telegram from Prince Alexander was read

Official Drawing

OF THE Louisiana State Lottery.

Single Number, Class "K," Drawn at New Orleans, Louisiana, on Tuesday, October 12, 1886.

FULL PRIZES.

No. Prize. No. Prize. No. Prize.

1000 100 2000 100 3000 100

4000 100 5000 100 6000 100

7000 100 8000 100 9000 100

10000 100 11000 100 12000 100

13000 100 14000 100 15000 100

16000 100 17000 100 18000 100

19000 100 20000 100 21000 100

22000 100 23000 100 24000 100

25000 100 26000 100 27000 100

28000 100 29000 100 30000 100

31000 100 32000 100 33000 100

34000 100 35000 100 36000 100

37000 100 38000 100 39000 100

40000 100 41000 100 42000 100

43000 100 44000 100 45000 100

46000 100 47000 100 48000 100

49000 100 50000 100 51000 100

52000 100 53000 100 54000 100

55000 100 56000 100 57000 100

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70000 100 71000 100 72000 100

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